Approval of the Central Road Fund Proposal

1809. SHRI AHMED MOH-MEDBHAI PATEL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have decided to evaluate the proposal to augment to the Central Road round further and study its implications before approving if;

(b) whether a group of Ministers was asked to go into the details of the Road Fund proposals:

(c) if so, whether they have submitted their recommendations

(d) if so, what are the details of the recommendations made by them; and

(c) by when the road fund proposal is likely to be finally decided?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAG-DISH TYTLER): (a) to (d) The Cabinet decided that the matter of Central Road Fund augmentation be considered in the first instance by the Group of Ministers. The Group of Ministers considered the note of the Ministry of Surface Transport in March 1994 and directed that the Ministry may prepare a paper indicating the flow of funds in the road sector and then the group would meet again.

(e) It is to early to indicate by when the Central road fund proposal would be finally decided.

Investment by United Kingdom in Construction of Roads and Ports

5810. SHRI AHMED MOH-MEDBHAI PATEL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether United Kingdom has evinced keen desire to invest in the construction of roads and ports in India;

(b) if so, whether a 14-Member British delegation visited India in April, 1994 and had discussion with Union Surface Transport Minister;

(c) if so, whether any concrete agreements in this regard have been reached;

(d) if so, the details thereof:

(e) whether there are 27 projects on highways where Britisher's participation has been sought; and

(f) if so, what are the States where the construction of roads will be undertaken with the help of U.K.?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAG-DISH TYTLER): (a) and (b) Yes, Sir. The British delegation visited India during the months of February and April, 1994.

(0) No, Sir.

(d) Does not arise.

(e) and (f) It is too early to specif the position as the discussions were mainly of exploratory nature.

Increase in DTC Passenger Fares

5811. SHRI ANANT RAM JAISWAL:

SHRI SATYA PRAKASH MALAVIYA:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have decided or are likely to decide to increase the DTC passenger fares; and

(b) if so, the reasons therefor stating its impact on the lower and

the middle classes of people in Delhi and its adjoining areas?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAG-DISH TYTLER): (a) *and (b)* No, Sir However the matter is under consideration of the Govetnment. Revision of the fare structure of DTC has become necessary in view of the increased cost of material and labour inputs and to make the operation of DTC buses cost effective.

Disposal of scrap material in DTC Depots

5812. SHRI ANANT RAM JAISWAL :

SHRI SATYA PRAK-ASH MALAVIYA :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether is is a fact that a large quantity of scrap is lying undisposed in various DTC Depots ;

(b) it so, what are the details thereof and what is the estimated value of the total scrap lying in various DTC depots ;

(c) whether Government are considering to dispose of the scraps; and

(d) if so, the details thereof and if not the reasons therefor stating its impact on financial crisis of DTC ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAG-DISH TYTLER) : (a) Yes, Sir.

(b) The value of scrapped ems is assessed to be about Rs. 7 crores. The categorywise value of scrap is as under:—

(i) Vehicles .	Rs. 3.0 crores
(ii) Material .	Rs. 4.0 crores
TOTAL . .	Rs. 7.0 crores

(c) Yes, Sir.

(d) Scrap generation is a continuous process and it is disposed off from time to time through a system of Open tenders.

राष्ट्रीय राजमार्गों में क्षेत्रीय असंतुलन दूर किया जाना

5813. श्री राघवजी : क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) देश के प्रत्येक राज्य में 31 मार्च, 1994 की स्थिति के अनुसार प्रति एक सौ वर्ग किलोमीटर के हिसाब से राष्ट्रीय राजमार्ग की लम्बाई कितनी है ;

(ख) राष्ट्रीय राजमार्गों के संबंध में क्षेत्रीय असंतुलन दूर करने के लिये केन्द्र सरकार द्वारा क्या कदम उठाये जा रहे हैं ; और

(ग) यदि नहीं, तो उसके क्या कारण हैं ?

जल-भूतल परिवहन मंत्रालय के राज्य-मंत्री (श्री जगदीश टाइटलर) : (क) एक विवरण संलग्न है। (नीचे देखिए)

(ख) और (ग) राष्ट्रीय राजमार्गों की परिकल्पना, किसी क्षेत्र/प्रदेश/ जनसंख्या अथवा राज्य के स्तर के आधार पर नहीं की जाती है अपितु विभिन्न मान-दण्डों के साथ-साथ सड़क की समग्र प्राथमिकता और इससे भी ज्यादा, इस प्रयोजनार्थ निधियों की उपलब्धता को ध्यान में रखकर की जाती है। तथापि, आठवीं योजना के दौरान राष्ट्रीय